

# CACTUS COURIER



Col James Norvell, Commander



Major Sharon M. Lane, PAO



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## NEW MEXICO WING

*Tell me and I forget; Show me  
and I remember; Involve me  
and I understand*

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NM WING WEBSITE  
<http://nmwg.cap.gov/>

National CAP HQ Website  
<http://www.capnhq.gov/>

**WING STAFF - SQUADRON  
COMMANDER'S - CAC  
meeting -9 August - Wing HQ  
starts at 10:00**

### NEW MEXICO MEMBERS ATTEND TRAINING

What appeared to be an invasion of Civil Air Patrol senior members and cadets at the KAFB NCO Academy occurred over 11-26 July!

First, the senior members held their annual Southwest Region Staff College at the NCO Academy from 11 July to the 19th. With a staff of 20, 26 students arrived from six wings including Arkansas, Oklahoma, Texas, Louisiana, Arizona and New Mexico. The students came for a variety of reasons -- the biggest one being the need to fulfill training obligations before they can advance in grade. Attending from New Mexico were 1Lt Shirley Kay - Alamogordo, 1Lt Debbie Martin - Las Cruces and 1Lt Eric Rossmeisl - Farmington.

USAF instructors for the week were the outstanding, highly professional NCO Academy staff that included TSgt Amy Corder, TSgt William "Bill" Freeman, MSgt Michael DeHart, MSgt David McKay and CMSgt Steve Sargent. In addition MSgt Edgar Poe with the 58<sup>th</sup> OSSI DOL and MSgt Ronald Williams with the 58<sup>th</sup> SOW CV-22 taught the group. The NCO personnel have given up their free time in the summers to instruct the CAP members for the last 15 years! Everyone who has been a student in those years feel they have heard from "the best" and willingly go home and boast of the "fine instruction" by them.

The weeklong training included two evening picnics during the week and was concluded with a Dining Out Exercise at the Mountain View Officers Club on Kirtland Air Force Base. 1Lt Rossmeisl and 1Lt Kay were in Seminar 3, which was chosen as the "Outstanding Seminar" of the SWRSC 2003!

### CADET ENCAMPMENT

The following week Civil Air Patrol cadets and junior AFOTC cadets arrived for a week long Cadet Encampment, again held at the NCO Academy facility. Cadets numbered 103 and there were 17 staffers from Kansas, Texas, and New Mexico. Two of the staffers were from the Royal Air Force, United Kingdom. The cadets and their escorts took tours of Department of Energy Central Training Academy rifle range, the 150<sup>th</sup> Air National Guard fighter wing, fire protection at Station 2, 58<sup>th</sup> Special Operations life support where life skills in land navigation and water survival were demonstrated. They also went to the 55<sup>th</sup> Special operations where they were given flights in the C-130's based there. One of the most popular tours is always the KAFB physical fitness Confidence Course. This year was no different and the 2003 Encampment attendees challenged themselves with vigor. The cadets also had instructional classes that were held in the NCO Academy auditorium.

At the close of the Encampment Director Lt Col Frank Buethe said, "The 103 cadets left the Encampment with a renewed sense of the responsibilities of leadership with which they will make significant contributions to their families, schools and communities."

Both groups were billeted at the dorms near the Academy and used the KAFB dining hall for meals.

Congratulations to both the senior members and cadet members who took their valuable time to attend these summer training activities. Their efforts will simply serve to enhance not only themselves but New Mexico Wing as well!



## NM WING CONFERENCE CHANGE OF COMMAND TO BE HELD

Two dates have been announced for this important annual event. **THE REAL DATES ARE 17-21 SEPTEMBER!** The conference will be held at the Ramada located at the north end of Santa Fe, New Mexico. If there is enough interest – there will be a day of golf Friday with check-in for the conference beginning Friday evening with a welcoming social. Saturday will see the main part of the conference with the opening planned for 08:30. The afternoon will offer break out sessions, details of which will be announced in the September newsletter. There will be special activities for the cadets on Saturday afternoon. The “Of the Year” awards will be made Saturday evening. The time of the Change of Command has not been announced.

The fee for the conference has yet to be determined but it will include snacks and the banquet Saturday evening. Room rates and the phone number for the hotel will be announced soon. The room rate will be good from the Wednesday before the conference weekend through Monday after the conference weekend to allow vacationers the reduced room rate.

PLEASE put this important date on your calendar and plan to attend!



### We have new Squadron Commanders all over the place!

At the June Wing Staff Meeting and Squadron Commanders meeting, Maj Russell Kappleman was introduced to the gathering as the new Squadron Commander for

Thunderbird Composite Squadron in Albuquerque. Maj Kappleman hails from the midwest and comes to New Mexico Wing with much leadership experience.

In early July, Lt Col Jim VanNamee became the Squadron Commander of the Taos Composite Squadron. The excitement at the challenge was evident as Lt Col Van Namee buzzed around staff members asking questions during the breaks, again at the June meeting. He definitely has a plan!

On Thursday, July 17, the Change of Command and Promotion Ceremony for the Gallup Composite Squadron was held. During the ceremony the present Squadron Commander, Maj. Richard Naumann stepped down and passed the flag to 2ndLT Jim Stephens who became the Squadron Commander. Upon his acceptance of the flag, 2Lt Stephens became a 1Lt. Being new to CAP but having volumns of leadership experience under his belt, he is literally breathing new life into the Gallup Composite Squadron!

At that same gathering, Gallup Composite Squadron honored their first Mitchell award recipient to Anthony Anaya-Gorman. With his Mitchell, Gorman is now a C/2Lt.

The festivities began 6:30pm at the National Guard Armory in Gallup. NM Wing Commander Jim Norvell was in attendance to perform the Change of Command ceremony and to present C/2Lt Anaya-Gorman with his Mitchell Award.

Warm congratulations to these new Commanders and to C/2Lt Anaya-Gorman!



**Nobody can make you feel inferior  
without your permission.**  
*-Eleanor Roosevelt-*

## NM WING COMM "UNSATISFACTORY"

*By Lt Col Larry Zentner, NMWDC*

On May 1st, 2003 the SWR HQ staff arrived in NMW to conduct a number of "assessments" (read IG inspections). They stated they were here to help and we were to have a good time during the evaluation. In early June the written formal results of one of these evaluations arrived on the NMW DC desk. "NMW Director of Communications is informed that your directorate has received an **Unsatisfactory Rating** in every category of the assessment of the management of communications and accountability of equipment. As of this moment the NMW is on a Level One freeze (the tightest lock down possible by headquarters)."

The bottom line is this, NHQ maintains CEMS (communications equipment management system). CEMS is a living database that documents the accountability of communications equipment. CEMS works well when the user populates the database with accurate information and then uses the report features to satisfy the requirements in CAP R100-2. NMW DC is responsible for maintaining this database for NHQ.

NMW failed to populate CEMS with accurate information and failed to comply with CAP R100-2 procedures for three years (2001 through 2003). Why and how did we get in this state of affairs? Answer is beyond the scope of this discussion.

The Solution:

Comply with CAP R100-2 ASAP, request another assessment by SWR inspectors, and receive a rating above Unsatisfactory. Only then will this freeze be lifted and

we get back to normal support operations. In the past few weeks of July, NMW Commander and staff have contacted each unit to verify comm equipment assigned to their unit. Please work with us and return this correspondence back in a timely manner. Instructions will be attached to our initial contact package. The process to correct this state of affairs has started. We have the support of NMW Commander, Logistics, Communications, Administration, and NMLO. If everyone in the loop works with us, NMW will be up and running again in short order.

It is important to me, NMW DC, that I help serve anyone in the field that requires communications support. As of 01 June 2003 my hands are tied, our program is locked down, and NMW Director of Communications will no longer provide support to any aspect of communications. This lock down can only be lifted by SWR's return and re-evaluation in late August. I say again, this lock down can only be lifted by SWR when NMW has complied with CAP R1002 in every aspect.

Stand by; more information to follow.



## **Safety Bulletin**

*By Col Larry Harrah, NMWGSO*

Well the “dog days” of summer are here and the violent thunderstorms may be yet coming. I’ll not review here dangers associated with those thunderstorms but do suggest that each of you review and renew your weather knowledge of the associated hazards. Instead, this month I will touch upon a weather phenomenon that I seldom see treated in pilots’ get-togethers or briefings. I have not seen much written on this subject, but in my

40+ years of learning about how weather affects flight I have noted the phenomenon repeatedly.

This situation may occur on any day where the winds are “light and variable” and when significant solar heating is in progress. It is what I call “quiet air turbulence (QAT)”. When a persistent wind exists, that wind appears to moderate turbulence cells above terrain differentiation by moving the forming cells out of the region where they form. With wind blowing, only cells forming over large land areas survive. It appears that this wind action will modify the size and limit the severity of these quite local aberrations. When there is little or no wind, these local turbulence cells may develop very severe winds with the attendant edge wind shear because they persist for long times. Whirlwinds or “dust devils” are but one of the forms of local cells attributable to the QAT.

As the turbulence builds up, these cells do move but not necessarily in any predetermined direction. The movement direction is most probably determined by the lay of the locality in which they form. In particular around rolling low hills or drumlins, they produce quite variable direction “zephyrs” which are small in extent but can be severe. In New Mexico we had an incident involving aircraft damage that I have attributed to this phenomenon, the C-206 damage a couple of years ago.

Generally these local turbulence cells are confined to relatively low altitudes above the terrain. They do however affect our flights during the most critical phases, landing and takeoff! Because we have been briefed that the winds are “light and variable”, we may dismiss wind dangers in our flight planning. They may be our most dangerous form of weather threat

because they are so localized, so violent and so invisible. It is just those days with little or no wind that may command your most intense flying skills. Severe downdrafts on short final, abrupt rolls at low altitude and severe side load gusts during landing or takeoff are to be expected during the hot – no wind days!

If the weather is forecast to be hot with little or no wind, the safe course is to fly in the mornings or evenings to avoid these QATs! Practice does help so it behooves us to maintain not only currency but also maximum proficiency so that we can be ready for these challenges to flight.

I note that these phenomena may affect driving as well as flying. Particularly the side gusts may cause loss of steering at moderate to high highway speeds. Of course, our top heavy vans are the most vulnerable. Campers, lower your tents during the middle of the day!

I suggest a slogan for August:

## **Safety, Prepared for the Challenges**

As I have threatened, this month I am publishing a list that I will call the “List of Extinction”, of those units behind on their safety reporting requirements. Lack of proper attention to safety might lead to personal extinction. It is this consequence that led me to the above list title!

Units not having completed the 2003 Safety Survey:

T-Bird  
Clovis  
Gallup  
Rio Rancho  
Roswell

I note that these reports were due 31 January 2003 and thereafter annually on each 31 January!

These same units are behind in

their quarterly Safety Meeting reports. A few units have not forwarded Safety Officer assignment letters:

Clovis

Gallup

Finally, I would like to remind the unit Safety Officers that each unit **must** have supplements to CAPR and NMW 62-1 and 62-2 on file at Wing Hq!

For August, I suggest that your safety meeting address weather topics in a general discussion. Pay particular attention to upcoming weather threats. Remember, dehydration is a weather threat! Review the July "Sentinel".

I note that New Mexico has again been recognized in our National "Sentinel". This is not a positive sign. We must overcome our safety problems by attitude and attention to our deficiencies and safety culture. The July Sentinel addresses the West Nile virus. This has entered our state and we should be vigilant.



## CAP UNIFORM CHANGES YOU NEED TO REMEMBER

*From a briefing given by Col Colin Fake,*

*SWR Advisor at the SWRSC 2003*

During the "uniforms" presentation at the Saturday assembly Col Colin Fake shared the following CAP uniform changes. Col Fake said, "These are official but, unfortunately, the new CAPR 39-1 has not been printed. The changes are: --The **black nametag** will no longer be worn on the white aviator shirt. A person with no rank should simply wear the gray nameplate. (phased out January 2002) A person with rank will wear rank and gray nameplate. --The **white knit golf shirt** (Phased out in January 2002) and

the **royal blue golf shirt** (Phased out in January 2003) will no longer be used. The navy blue golf shirt (either the embroidered or plain shirt with CAP crest) are the only acceptable golf shirts to be worn. --The person choosing to wear the **BDU's or Air Force flight suits** MUST now meet the height and weight standards. For those not meeting those standards, CAP now has a navy blue BDU or flight suit that can be worn as an official uniform for the appropriate occasion. (December 2002)

--**NORMAL WEAR OF RIBBONS ON THE WHITE AVIATOR SHIRT-** CAP ribbons ONLY may now be worn on the CAP white aviator shirt (March 2002). Military ribbons of any kind WILL NOT be worn on the white aviator shirt.

The Regimental tie may ONLY BE WORN with the blue blazer (men only). A silver gray tie with the CAP crest is now available for wear with the blazer combination.

## AND NOT TO LEAVE OUT THE WOMEN--

To clear up one little point from CAPM 39-1 pg 92 **6-3** para 8-5 "Women .... Floppy Bow. Navy Blue, maroon (has been phased out since current manual was written) or regimental (blue and red striped) floppy bow must be worn with all blouses that have a shirt type collar. These bows are special manufactured items available only through the CAP Bookstore."

The "summer uniform" is addressed in Sec **6-4**, (pg 92) of the CAPM 39-1.

Col Fake said he had been privileged to sit on the uniform change committee. He said, "We finished our work but the new 39-1 has not, to my knowledge, been printed."



## Flap Games

*By Capt John Lorenz*

When you dwell on it, the word "flaps" begins to sound pretty funny, like maybe it was the name of a snack food popular during the Roaring Twenties or something. Flaps of the airplane variety grabbed my attention recently when a co-pilot, unnoticed by either of us, knocked the flap motor lever to the "up" position just as I started the flare during a full-flap landing. It took a considerable amount of power and some serious bobbling to recover, since the aircraft started to sink rapidly and I hadn't a clue as to why; the changing control pressures were entirely unexpected.

There are a couple fun flap exercises worth practicing just to get a feel for the effects of flaps and the important changes to expect as flaps are lowered or raised. One is a simplification of the slow-flight exercise we're all expected to know. First trim the aircraft for hands-off horizontal flight with the airspeed just below the top of the white arc that indicates the maximum speed for flap extension. The goal of the exercise is to maintain altitude while rapidly cycling the flaps up and down. As the flaps deploy, avoid climbing and compensate for the increased lift by pushing the nose of the aircraft down. (On some low-wing aircraft the effect may be reversed, but there will be a pronounced effect to be counteracted.) However, as the aircraft slows due to the extra drag, raise the nose back up to produce enough lift to maintain altitude. Keep track of how close the airspeed gets to the lower end of the white arc where the aircraft is close to stalling. Once full flaps

are hanging out in the wind, reverse the process. Raise the flaps while compensating for the loss of flap-related lift by raising the nose, increasing the lift derived from the wing's angle of attack and avoiding a loss of altitude. As the aircraft accelerates due to diminishing drag as the flaps come up, however, continually adjust the nose back down in order to prevent a climb.

Start the exercise with successive ten-degree increments of flap change, stabilizing the aircraft between each change. As you get the feel for it, begin adding and removing all of the flaps at once. This is anathema to the advice to "milk" the flaps up to avoid loss of altitude, and you wouldn't want to do this during a rejected landing (previously known as a go-around) near the ground. However, this game of playing flap deployment against yoke position (angle of attack of the wing) can be done safely and repeatedly without altitude loss if done right.

Smoothly and steadily deploy the flaps or retract them, don't slam a manual flap lever up or down in the space of a second.

Another exercise is to work at maintaining constant airspeed in a glide as flaps are raised or lowered. At altitude, set up a stabilized power-off glide at normal approach airspeed, and then start to lower the flaps. Because of the extra lift and drag, the nose has to be pushed down in order to maintain airspeed in most aircraft. (Again, some low-wing aircraft react the opposite way; it's worth knowing what to expect from the aircraft you habitually fly.) If the nose is allowed to come up, airspeed bleeds off fairly rapidly. Students and in fact many certificated pilots often forget to adjust nose attitude as they lower flaps on final approach to a

landing. They wind up relatively high and slow, having to drag the aircraft down to a landing with power to avoid a rapid, mushing sink from an uncomfortable altitude of 30-40 ft AGL.

Once the aircraft is trimmed and stabilized in a full-flaps glide at the desired airspeed, retract the flaps and simultaneously raise the nose to the no-flaps glide attitude, avoiding any increase in airspeed. Be aware of the significant sink this produces, and resolve never to raise flaps on final or in the flare. Many of us cruise happily and repetitively from point A to point B and never quite explore the full range of capabilities of the aircraft we're flying, almost afraid to do so because it's unknown territory. The sense of control that these exercises can give a pilot is a real confidence builder. We're not "pushing the limits of the envelope" of the airplane the way a test pilot would, but we are expanding the size of that area within the known envelope where we as pilots are comfortable. We're comfortable because we've been there before, and because we've been there we can predict both how the airplane will react and how we should react to make the airplane do what we want it to do. We should never just be along for the ride.



## METEOR WATCH:

*Sent in by Col Dennis Manzanares*

Sky watchers who have been going outside between midnight and dawn to see Mars have lately been seeing something else, too: shooting stars. Mars is in the constellation Aquarius, and so is the radiant of the delta Aquarid meteor shower, which peaks this year on July 28th and 29th. This is not a major shower. It produces just 10 to 20 meteors each hour.

But if you stand outside for 10 minutes or so, you're likely to spot a few delta Aquarids--a lovely bonus for Mars watchers.

Visit [SpaceWeather.com](http://SpaceWeather.com) for sky maps and more information.



## MARS: No one alive today will ever see this again.

*Sent in by Maj Nena Wiley – AZ Wing*

Never again in your lifetime, will the Red Planet be so spectacular! This month and next, Earth is catching up with Mars, an encounter that will culminate in the closest approach between the two planets in recorded history. The next time Mars may come this close is in 2287.

Due to the way Jupiter's gravity tugs on Mars and perturbs its orbit, astronomers can only be certain that Mars has not come this close to Earth in the last 5,000 years but it may be as long as 60,000 years.

The encounter will culminate on August 27th when Mars comes to within 34,649,589 miles and will be (next to the moon) the brightest object in the night sky. It will attain a magnitude of -2.9 and will appear 25.11 arc seconds wide. At a modest 75-power magnification Mars will look as large as the full moon to the naked eye. Mars will be easy to spot. At the beginning of August Mars will rise in the east at 10 p.m. and reach its azimuth at about 3 a.m. But by the end of August when the two planets are closest, Mars will rise at night fall and reach its highest point in the sky at 12:30 a.m. That's pretty convenient when it comes to seeing something that no human has seen in recorded history.

So mark your calendar at the beginning of August to see Mars grow progressively brighter

and brighter throughout the month.  
Share with your children and  
grandchildren.

No one alive today will ever see  
this again.



## HEY THERE

So you were stopped for a traffic  
violation and were discovered in  
possession of pot (*marijuana to  
those of you who live in a cave!*), a  
felony, and then you received a  
suspended sentence. Do you think  
that is the end of that?

*NOT QUITE!* You also lost  
your right to vote, to own a gun or  
to run for public office. You lost  
the opportunity of EVER  
becoming a doctor, dentist,  
certified public accountant,  
engineer, lawyer, architect, realtor,  
schoolteacher, osteopath,  
pharmacist, barber, or a  
stockbroker. You can't EVER hold  
a job where you must be licensed  
or bonded and you can NEVER  
work for the city, the county, or the  
federal government. You cannot  
be admitted to West Point,  
Annapolis or the Air Force  
Academy, but you CAN enlist in  
the military service and be  
assigned to a labor battalion.

So take it from some guys (and  
gals) with a lot of mileage behind  
them, to you with a lot of mileage  
still ahead of you...it just isn't  
worth it!



## THINGS FAMOUS WOMEN (and some not so famous) HAVE SAID

Inside every older person is a  
younger person wondering what  
happened.

*-Cora Harvey Armstrong-*  
The hardest years in life are those

between ten and seventy.  
*-Helen Hayes (at 73)-*

I refuse to think of them as chin  
hairs. I think of them as stray  
eyebrows.  
*-Janette Barber-*

Things are going to get a lot worse  
before they get worse.  
*-Lily Tomlin-*

My second least favorite  
household chore is ironing. My  
first being, hitting my head on the  
top bunk bed until I faint.  
*-Erma Bombeck-*

Old age ain't no place for sissies.  
*-Bette Davis-*

The phrase "working mother" is  
redundant.  
*-Jane Sellman-*

I try to take one day at a time, but  
sometimes several days attack me  
at once.  
*-Jennifer Unlimited-*

If you can't be a good example,  
then you'll just have to be a  
horrible warning.  
*-Catherine-*

I'm not offended by all the dumb  
blonde jokes because I know I'm  
not dumb ... and I'm also not  
blonde.  
*-Dolly Parton-*

I'm not going to vacuum 'til Sears  
makes one you can ride on.  
*-Roseanne Barr-*

When women are depressed they  
either eat or go shopping. Men  
invade another country.  
*-Elayne Boosler-*

In politics, if you want anything  
said, ask a man- if you want  
anything done, ask a woman.

*-Margaret Thatcher-*  
I am a marvelous housekeeper.  
Every time I leave a man I keep his  
house.  
*-Zsa Zsa Gabor-*

## NM WING CALENDAR

*- Always subject to change -*

### August

**9 -Commander's Call/Wg Staff  
Mtg-Wing Hq 10:00**

**9 -Cadet Advisory Council Wg Hq**

15-17 SAR/DR Exercise Gallup  
Airport  
25-27 National Boards-Las Vegas  
NV

### September

1 Labor Day (Holiday)  
5-7 SAR/DR Exercise - Roswell  
17-21 Natl Legal Ofcrs College-  
Minneapolis  
**19-21 NM Wing Conference  
Change of Command -Santa Fe**  
27-28 Mtn Flying Clinic (dual  
site)Taos NM /Alamogordo

### October

17-19 AZ Wing Conf- Lake  
Havasu City, AZ  
17-25 National Staff College-  
Maxwell/Gunter AFB,AL  
25 Daylight Saving Time ends

**Now -**

**Get out there and  
make it a great  
month!**

G'Day